

# Belt Line for Harbor Freight Strongly Urged

Brooklyn and Queens Trade Boards and Staten Island Citizens' Body Indorse Proposed Marginal Road

Would Join Trunk Lines

Congestion on Bridges and at Ship Terminals Would Be Relieved by the Plan

The proposal for a tri-borough railroad that will link up every section of the Port of New York with the trunk line railroads of the country and give adequate freight service to every part of the harbor has been unanimously adopted by the Brooklyn Chamber of Commerce, the Queensborough Chamber of Commerce and the Staten Island Citizens' Committee.

The railroad if built will at one stroke eliminate the present growing congestion on the waterfront and East River bridges, according to its proponents. The plan for the railroad was announced yesterday by the Brooklyn Chamber of Commerce, and it is contained in the preliminary report of Major John F. Sullivan, a consulting engineer, formerly connected with the Board of Estimate.

It is the result of a year's investigation following the formation of a joint committee of the three civic organizations. This committee is now engaged in drafting suitable legislation, which as soon as completed will be submitted to other civic bodies for consideration and approval.

The plan in its major scope provides for marginal railroads around the shores of Staten Island, around Jamaica Bay, and along the Brooklyn waterfront. These marginal railroads in turn will be directly connected to the existing lines of the New York Connecting Railroad, which will give freight access to the railroads of the north over the Hell Gate Bridge. Connection with the trunk line railroads of the south and west will be obtained by means of twin tunnels under the Narrows, and bridges across the Kill van Kull.

Jamaica Branch Last Link

The marginal railroad around Jamaica Bay is designed to meet the future development of the bay, as part of New York harbor, and will be the last link in the new chain of connecting railroads.

The advantages of the plan are enumerated as follows: This railroad connection would give the boroughs of the Bronx, Queens, Brooklyn and Richmond through rail connections with the trunk lines of the mainland.

1. It would place the four boroughs on the main trunk line of New England to the South and West.

2. The marginal railroad would give the industries along the water front direct delivery of freight to their doors and direct connections with the markets of the country.

3. The railroad connections would relieve congestion in the harbor and avoid the waste made necessary by the shipment of empty cars back and forth to the Jersey shore.

4. The report further recommends the development of industrial zones in sections yet undeveloped and along the water front, which will be limited to factory purposes, just as there are now zones limited to residential purposes.

Would Use Narrows Tunnel

The tunnel under the Narrows also will be used for a time under the plan to supply rapid transit to and from Staten Island.

An announcing the plan and report of Major Sullivan, the Brooklyn Chamber of Commerce issued the following statement, signed by James Sherlock Davis, president, and Mayo Essler, secretary: "Along the Brooklyn waterfront more than one-half of the enormous freight commerce of the Port of New York is handled at its docks, and more than forty steamship lines, with a combined fleet of over seven hundred steamships, sail from its piers to the ports of the world. Brooklyn now ranks fourth and Queens Borough twelfth in the country as industrial centers."

"Yet with all this vast inflow of raw material and outflow of manufactured products, and with the continuous demand for daily supplies by a population of more than 2,500,000, Brooklyn and Queens have no direct rail connections with the main trunk line railroads to the West and South. There is

# Girls' Ban on Boys Who Smoke Brings Reprisal on Knee Skirts

MATTOON, Ill., Jan. 29.—Dan Cupid is finding his bows and arrows are thus far useless against the hearts of the girls of the West Side Christian Church of this city who have formed a club not to keep company with boys who smoke cigarettes or use tobacco in any form.

The club is continuing to grow, according to its sponsor, Edward McKee, superintendent of the Sunday school of that church, and, though a marked decrease in the number of "matches" is noted, according to Mr. McKee, quite a few local boys have given up the habit.

Dan Cupid's second and hardest blow—the blow that sent him reeling dizzily—came when a number of boy students at the Mattoon High School retaliated by forming an opposing organization to try to make out of the girls of today "the kind of girls our mothers were."

It was at a meeting of the Christian Endeavor Society that Mr. McKee urged the girls to sign pledges not to keep company with boys who "used the weed." Twenty-five pledges were signed immediately and in a week the club grew in leaps and bounds. The Christian Endeavor Society girls now hope

a limited connection by way of the New York connecting railroad over Hell Gate bridge, but it does not enable these two boroughs to transfer freight to the main trunk line railroads.

"The one railroad tunnel connecting Long Island to the mainland, namely the Pennsylvania tunnel, to the Sunnyside yards in Queens, was closed permanently to freight traffic by the terms of its franchise when the tunnel was constructed. As a result this large industrial district, in the two boroughs, with its enormous consumption of raw material and output is almost wholly dependent upon car loads and lighters on the water and motor and horse-drawn trucks on the land for freight transportation.

Present Car Capacity Inadequate

"The truck capacity in the boroughs of Brooklyn and Queens in the twenty-five freight stations on the Long Island Railroad is only 1,050 cars. The capacity of the water terminals where cars are brought in by carfloats is approximately 4,800—a capacity which is seriously inadequate in times of heavy traffic, as witnessed by the numerous and long continued freight embargoes placed upon the yards during the last four years.

"In the item of food supplies alone the amount of trucking necessary has added enormously to the congestion of traffic. The milk supply and the food supply are now largely carried by motor or horse-drawn trucks from the farms in New Jersey by ferry across the North River, through the narrow and congested streets of lower Manhattan, over the bridges to the markets and consumers in Brooklyn and Queens.

Industries Are Handicapped

"The absence of direct rail connections of the industries to obtain carload deliveries at their doors, and the consequent necessity of frequent handling of raw materials and manufactured products, has resulted in enormous terminal charges, costly and annoying delays in shipments, frequent embargoes at the terminals and a congestion on the bridges and in the streets of New York which has placed a heavy and unnecessary burden on the commercial and industrial interests of the city and placed the merchants and manufacturers of greater New York at a marked disadvantage in competition with the merchants and manufacturers in cities and ports with modern terminal and freight facilities.

"New York City and its transit companies have spent over \$1,000,000,000 for subway and elevated lines to carry passengers economically and expeditiously to and from their places of business, but practically nothing has been done to provide economical and rapid freight transportation for the food supplies, building material, raw materials and the manufactured products so necessary to the daily life of these same people, and for the maintenance of the large industries upon which so many of them, particularly in Queens and Brooklyn, are dependent for a livelihood.

"The city has made the same mistake in regard to land transportation which she has made with regard to water transportation—namely, in spending too large a proportion of available funds to provide facilities for passenger steamship lines, and paying too little attention to the needs of freight lines. In other words, the city has been alive to the needs of adequate passenger transportation facilities, but almost totally blind to the urgent necessity of supplying at the same time adequate freight transportation facilities."

# Mexico Sends Troops to Halt Arrieta Rebels

Outlaws Reported Within Ten Miles of Durango and Clash With Federals Probably Has Occurred

Martinez Joins the Revolt

Canatlan Reported Seized and Afterward Evacuated; Obregon Faces Hard Test

By George E. Hyde

Special Cable to The Tribune

MEXICO CITY, Jan. 29.—Rebels under the Arrieta brothers are reported within ten miles of Durango and are believed to be in contact with the garrison troops, as the Federal commander has been sending out cavalry forces to meet the advancing rebels.

It was reported yesterday that the Arrieta forces, after capturing the town of Canatlan, were forced to evacuate to avoid fighting a force sent out against them. General Toribio Martinez, who revolted at El Durazno, near Durango, has joined the Arrietas. Since he is near the state capital, his headquarters makes an excellent basis of operations against the garrison. The Seventy-first Cavalry regiment also is reported to have joined the Arrietas.

General Revolt Feared

The government force at Durango, which numbers 1,200 men, is believed to be able to handle the situation if the railroad to Torreon can be kept open. This, however, is difficult, due to the broken nature of the country and to the numerous bridges which can be destroyed with ease.

While the Department of War maintains reserve with regard to the uprising, it is confident that it soon will be suppressed. Many government adherents, however, feel that the present movement may develop into a general revolt against Obregon.

This is the first military problem of any importance the Obregon administration has been called on to face, and a test of Obregon's strength is expected within the next thirty days. Political differences in practically every state of the republic offer breeding ground for discontent, which might easily blaze forth into open rebellion if not crushed.

Reports of friction between Obregon and the Supreme Court all to the difficulty, since many of these local squabbles have been referred to that tribunal for final decision. Additional charges against the majority of the Supreme Court members, looking to impeachment, have been filed in Congress. These charges are that justices for-

feited their posts when they accompanied Carranza without the permission of Congress. The general opinion in legal circles is that impeachment of these justices would discredit the Mexican courts, and they favor a middle course.

# 12 Theaters Open To-day for Benefit Of Starving Chinese

Legitimate Houses to Give Productions for First Time on Sunday, With Federal Tax Rescinded

Canvassers with tickets for the twelve Broadway shows, which will repeat their weekday performances this afternoon or this evening for the benefit of the China Famine Fund, met with a generous response yesterday in the financial district.

It will be the first time in New York that legitimate productions have been offered on Sunday, and it represents the most extensive charitable effort the theaters of this city have ever attempted.

The government war tax has been set aside. Otherwise the prices will be the same as on week days. The box offices will open at noon.

Managers express the opinion that record attendances are assured, since the New York public will welcome the opportunity to see a show and at the same time save a life. The price of an orchestra seat will keep a Chinese from starvation for three months. The cheapest seat in any of the houses will feed a Chinese child for two weeks.

The following theaters will open their doors to-night, playing in each case the regular week-day attractions: Longacre, Grant Mitchell in "The Champion"; Forty-eighth Street, "The Broken Wing"; Playhouse, Grace George's opening performance of "The New Morality"; Bijou, "The Skin Game"; Plymouth, "Little Old New York"; Belmont, Zena Gale's "Miss Lily Pett"; Hudson, George M. Cohan in "The Meanest Man in the World"; George M. Cohan Theater, "The Tavern"; Knickerbocker, George M. Cohan's comedians in "Mary"; Cohan & Harris, "Welcome, Stranger," with George Sidney; Henry Miller's Theater, Mrs. Fiske in "Wake Up, Jonathan."

Miss Anglin will give a special matinee of "The Woman of Bronze" at the Frazee Theater.

# Son of Peru's President Plans Call to New York Air Trip

ANCON, Peru, Jan. 29.—Juan Leguia, son of President Leguia, of Peru, announced to-day he had completed arrangements for an airplane flight from Callao to New York City.

He has been in Callao for several days and will make stops at Guayaquil, Buenaventura, Panama, Havana and two United States ports.

# 1,500 Stop Watches Stolen

Two Held for Theft in Brooklyn Navy Yard

On the arraignment yesterday of two men charged with receiving stolen goods it became known that on or about August 3 last year 1,500 stop watches were stolen from a warehouse in the Brooklyn navy yard.

The two men arrested were Nicholas Iorio, alias Del Negro, and Milton Smith, of 482 East Ninth Street, Brooklyn. They were held by United States Commissioner Hitchcock in \$5,000 bail each.

Maxwell S. Mattuck, Assistant United States Attorney, said the two men had disposed of the watches, but that many of the sales had been traced.

# Wants His Ashes Cast on Sea

Will Ask Cremation and Tossing of Remains to Fishes

The will of Gustave Spritte, filed in the Surrogate's Court yesterday, directs that his body be cremated and the ashes turned over to Frederick Messner, of 551 East Eighty-seventh Street, whom the testator asks to scatter his ashes to the winds when he goes fishing, as a last mark of respect to his memory.

Mr. Spritte died December 29. He left an estate valued at about \$3,000, which he divided between his son and daughter.



## Mid-Winter Sale

of Slightly Used and Rebuilt

# PIANOS

THE great demand for Knabe Grand and Upright Pianos and the Ampico Reproducing Pianos during the early Winter months and in the Christmas Season brought us an exceptionally fine collection of Upright, Grand and Player Pianos, which we accepted in exchange as partial payments. We have selected one hundred and seven of these instruments of distinguished makes and have priced them at most attractive figures in order to make room for incoming stock. Included are such famous makes as

Knabe

Steinway

Weber

Vose

Sohmer

Hardman

The pianos offered have been thoroughly tested by Knabe Experts and only the initiated would be able to say they had ever been used before. Included are a number of Knabe Pianos, in both Grand and Upright styles, and numerous Period Art Cases used for exhibition purposes only. Quick action will secure the choicest instruments at a great saving.

A few of the many bargains offered are listed below

UPRIGHT PIANOS		PLAYER-PIANOS	
Keller & Sons, Ebony, a bargain	\$ 65	Wheelock, (65 Note) a bargain	\$ 190
Wuertz, excellent condition	85	Walters, mahogany, fine shape	365
Fischer, fine value	115	Stanley, mahogany, latest model	395
Richardson, Oak, fine shape	125	Armstrong, demonstration used	440
Ouvrier Bros., small case	135	Primatone, mahogany, Colonial case	495
Gabler, remodelled, a bargain	175	Shoninger, mahogany, fine tone	590
Draper, mahogany, fine tone	250	Autotone, mahogany, a bargain	625
Marshall & Wendell, walnut, as new	375	Melville Clark, all improvements	650
Sohmer, mahogany, rare value	390	Melville Clark, Apollo, as new	700
Steck, mahogany, splendid	395	Hardman, Autotone, a bargain	795
Knabe, rosewood, rare opportunity	440	Knabe, Flexotone, latest model	850
Steinway, exceptional offer	465	Weber, Pianola, as new	1250
Vose, mahogany, a bargain	475	Weber, Duo-Art Upright, latest model	
Knabe, mahogany, splendid tone	525	Weber, Duo-Art Grand, perfect condition	
Knabe, mahogany, a gem	690		

GRAND PIANOS	
Decker, Parlor, remodelled	\$ 495
Armstrong, Miniature, fine tone	770
Armstrong, Baby, like new	825
Armstrong, Miniature, slightly used	865
Knabe, Baby, rosewood, perfect	990
Steinway, Baby, exceptional offer	1025
Knabe, Mignonette, a gem	\$1050
Steinway, Baby, mahogany, as new	1115
Knabe, Mignon, very attractive	1165
Steinway, Baby, rare value	1225
Steinway, Concert, fine tone	1355
Knabe, Concert, artist used, superb	1540

Convenient Terms of Payment Arranged  
A Liberal Allowance for Your Piano

# Knabe

## Warerooms • Fifth Ave at 39th St.

SALE COMMENCES AT 8:30 A. M.

# Stern Brothers

West 42nd St. (Between Fifth and Sixth Avenues) West 43rd St.

COMMENCING TO-MORROW (MONDAY)

# Radical Price Readjustments

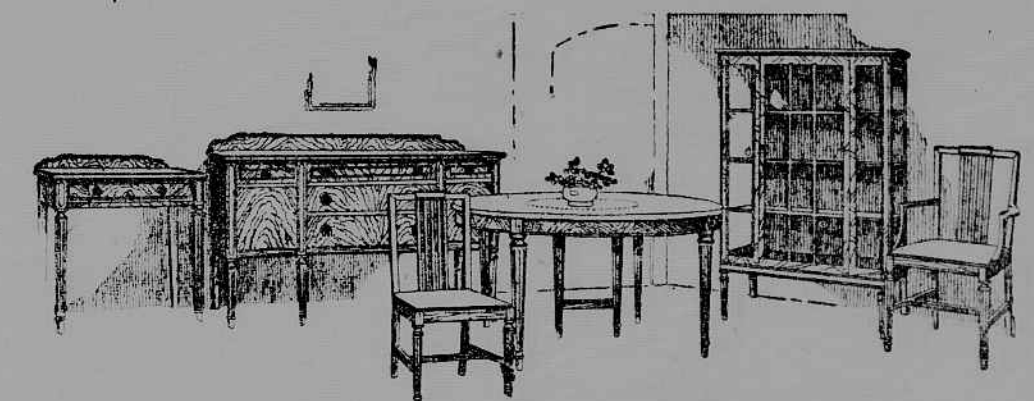
Become effective and will continue to prevail throughout the coming month in our

# February Sale of FURNITURE

Absolute, unrestricted choice of our entire stock is offered at substantial savings on the former exceptionally low prices.

—Many Complete Sets at ONE-THIRD OFF

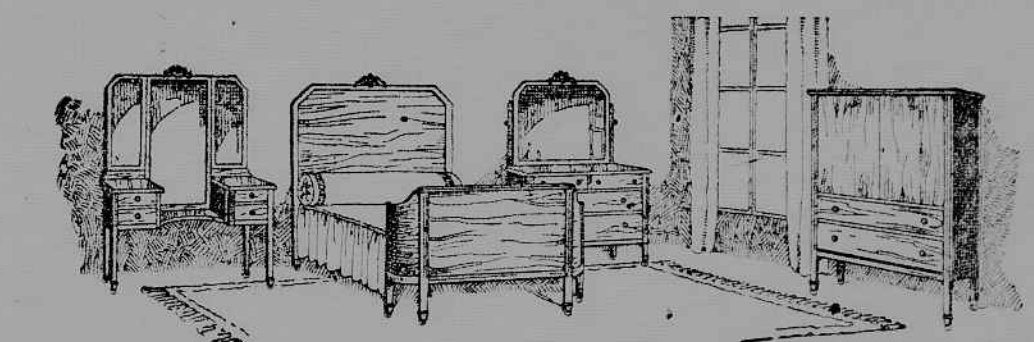
—Odd Pieces, in many instances, at ONE-HALF OFF



DINING ROOM SUITE, 10 pcs. (as illustrated); in Old Mahogany finish; Hepplewhite design; 66-in. Buffet, 40-in. China Closet, 54-in. Round Extension Table, Side Table; 5 Side Chairs and Arm Chair; seats upholstered in leather; formerly \$790.00, **\$550.00**

DINING ROOM SUITES—	Formerly	Reduced to
10-pc. Mahogany Suite, Queen Anne design	\$1000.00	\$600.00
10-pc. Mahogany Suite, Adam design	534.00	395.00
10-pc. Walnut Suite, Louis XVI. design	691.00	435.00
10-pc. Walnut Suite, Queen Anne design	930.00	675.00
10-pc. Mahogany Suite, Louis XVI. design	815.00	595.00
10-pc. Mahogany Suite, Hepplewhite design	1500.00	1000.00

LIVING ROOM FURNITURE—	Formerly	Reduced to
3-piece Suite upholstered in Velour	\$725.00	\$450.00
3-pc. Mahogany & Cane Suite covered in Damask	465.00	348.75
3-piece Suite in Velour or Tapestry	500.00	250.00
3-piece Suite upholstered in Tapestry	650.00	375.00
Fireside Wing Chairs, in Tapestry or Velour	75.00	45.00
3-piece Rattan Suite upholstered in Cretonne	152.00	76.00



CHAMBER SUITE, four pieces (as illustrated), of American Walnut or Mahogany, including Bow End Bed, large Bureau, Chiffonette and Vanity Case. Regularly \$605.00. Sale price, **\$395.00**

CHAMBER FURNITURE—	Formerly	Reduced to
4-pc. American Walnut Suite	\$720.00	\$475.00
4-pc. Mahogany Suite	435.00	326.25
4-pc. American Walnut or Mahogany Suite	820.00	525.00
4-pc. American Walnut Suite	460.00	345.00
5-pc. Mahogany Chamber Suite	1675.00	1150.00
Simplex Day Bed Frames, any finish	45.00	29.75

We have just acquired at extraordinary price concessions

## Over 200

# Hearth Size Oriental RUGS

Which will be placed on sale (commencing To-morrow) at prices that establish a new low price level on the finer grade Oriental Rugs.

Four Groups—sizes averaging about 3x6 ft.

\$35

\$40

\$45

\$50

Typical Oriental designs in a diversity of rich, harmonious colorings. Each Rug very silky in texture and perfectly woven.

In addition to the above offering, an extensive collection of our larger size Oriental Rugs will be marked

At Decidedly Advantageous Prices

## PARK & TILFORD

### Chocolates and Bonbons

Now \$1.00

A POUND

Formerly 1.50

Same package — same quality — same delicious taste. The only difference is in the price. Now \$1.00 —formerly \$1.50. Remember, \$1.00 per pound, at all responsible dealers.

"A product worthy of the name it bears"

## Good News for You—

To-day's Tribune's Want Ad Columns contain numerous items of interest, classified for the convenience of the employer and the employee, the buyer and the seller, the landlord and the tenant, the unfortunate loser of something valuable and the lucky finder—in fact, for every one. Read them and be convinced! When answering any of them say you saw it in The Tribune.

If what you want is not listed call Beekman 3000 and arrange to insert an advertisement. Bill will be sent later; or, if more convenient, take it to any of The Tribune's Want Ad Agents—located in all parts of Greater New York.